

NFRMPO Planning Council August 5, 2021 Meeting

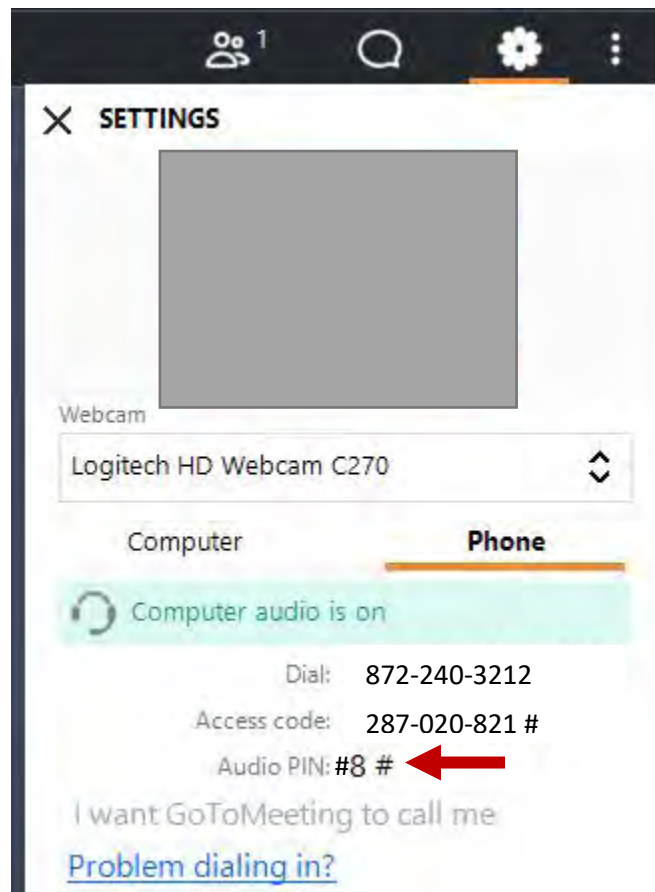
Remote Attendee Instructions

To access the audio for the meeting:

- 1) Call-in Number: **(872) 240-3311**
- 2) Once prompted, enter the Access Code: **784-815-789**
- 3) Once you have entered the conference call, **please mute your line. PLEASE DO NOT VERBALLY ANNOUNCE YOURSELF.** There will be a rollcall during the meeting and if you arrive late you will be asked for your name.

To access the online portion of the meeting:

- 1) Please mute your computer's sound to avoid feedback.
- 2) Please go to: <https://www.gotomeet.me/NFRMPO/2021-nfrmpo-planning-council-meetings>
- 3) Enter your name and email then enter.
- 4) PLEASE DO NOT VERBALLY ANNOUNCE YOURSELF.
- 5) To connect your phone and your computer, please go to this screen and enter the information you see on your computer. Enter the audio pin shown at the red arrow on the phone.



Once the Planning Council Meeting has begun:

- 1) We will do a roll call once the meeting has been called to order.
- 2) **Please keep your line muted unless you are speaking**, this will help to cut down on background noise and make the audio clear for all participants.
- 3) **Please do not place the call on hold**, doing so could cause hold music to play and make participation by all other participants on the call impossible.
- 4) Please use the Chat box function as shown below, to indicate that you wish to speak by typing in your name, for example:

"I have a question regarding the TIP Amendment"

and wait to be recognized by the Chair before proceeding with your question or comment, so others do not talk over you and your question can be recorded for the Minutes.

- 5) **Each time you speak, please state your name for the record before proceeding with your question or comments.**

If at any time during the meeting you have any questions or technical difficulties accessing the meeting, please contact Alex Gordon at (970) 289-8279 or agordon@nfrmpo.org.



Date: August 4, 2021

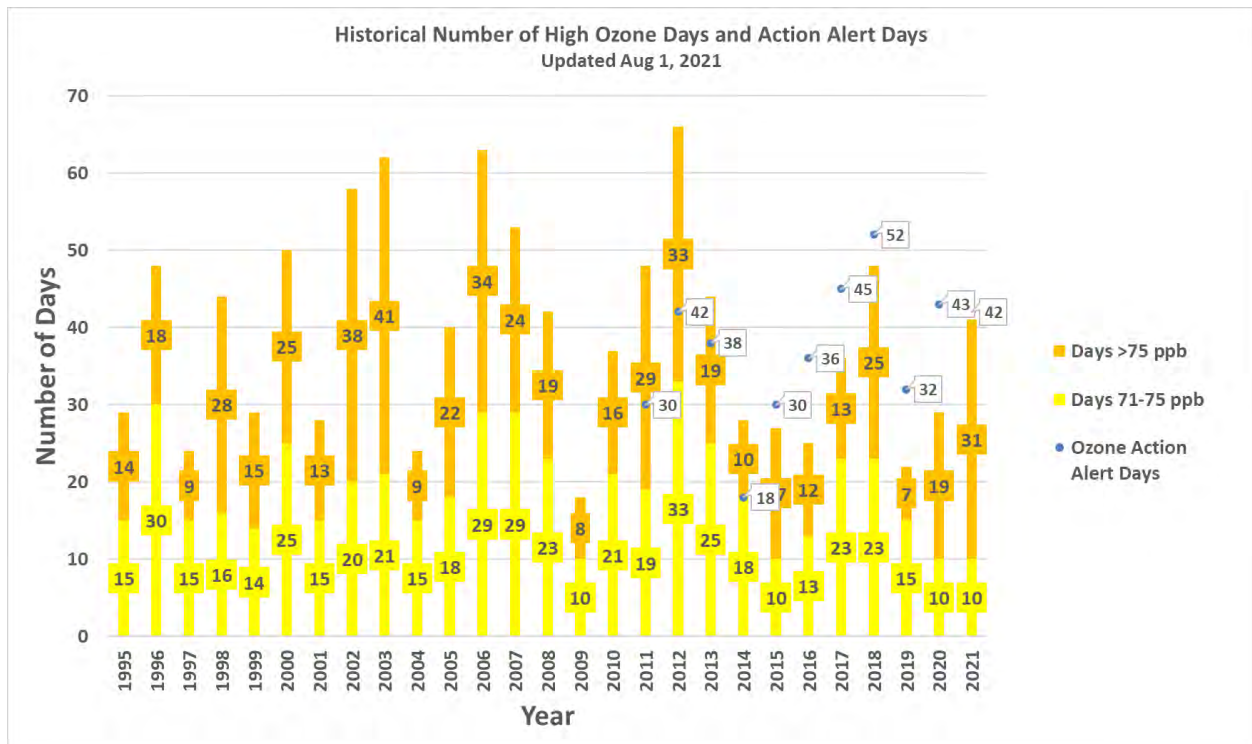
From: Mike Silverstein
Executive Director

To: North Front Range Metropolitan Planning Organization

Subject: Monthly Briefing Memorandum

Summer Ozone Season.

The 2021 summertime ozone season has begun and the region has experienced numerous high ozone events. The RAQC continues to disseminate Ozone Action Alerts and encourages positive action through the [Simple Steps. Better Air.](#) program. Weekly summaries of the ozone measurements can be found at the RAQC's [Ozone Season Tracking Page](#). To sign up for **Ozone Action Alerts**, and to find out what Simple Steps can be taken to minimize emissions, [sign up here!](#)



The above graph illustrates ozone concentrations over time. In recent years, our region’s ozone concentrations exceed federal health standards on approximately one-third of summer days.

The following table presents the ozone concentrations measured so far in 2021. Two-thirds through this ozone season, we are experiencing some of the worst air quality in recent memory.

Denver Metro/North Front Range Area - 2021 8-Hour Ozone Summary*
Through 08/01/21

Monitor	Monitor	1st Max 2021	2nd Max 2021	3rd Max 2021	4th Max			2019-2021 Design Value^	2019-2021 Design Value excluding 2020 flagged days*
					2021	2020	2019		
AURE	Aurora East	78	74	73	70	77	66	71	67
		07/12/21	07/13/21	07/11/21	08/01/21				
BHWK	Black Hawk	85	83	82	81	75	69	75	74
		07/12/21	07/19/21	07/27/21	07/20/21				
BOUR	Boulder Reservoir	89	87	85	82	76	69	75	75
		07/20/21	07/27/21	06/15/21	07/19/21				
CAMP	CAMP	81	77	77	77	74	67	72	70
		07/12/21	07/19/21	07/22/21	07/27/21				
CHAT	Chatfield State Park	101	96	89	89	83	78	83	80
		07/12/21	07/22/21	07/21/21	07/30/21				
EVG	Evergreen ¹	83	81	79	79	63			
		07/12/21	07/28/21	07/11/21	07/19/21				
FTC	Fort Collins - CSU	80	79	76	76	67	64	69	67
		07/27/21	06/15/21	07/20/21	07/19/21				
FTCW	Fort Collins - West	88	86	86	85	75	71	77	76
		06/15/21	03/20/21	07/27/21	07/20/21				
GRET	Greeley - Weld Tower	82	79	79	76	72	65	71	69
		07/27/21	07/19/21	07/22/21	07/28/21				
HLD	Highland	90	89	84	84	83	73	80	76
		07/22/21	07/12/21	07/11/21	07/26/21				
CASA	La Casa	92	88	83	83	78	65	75	73
		07/22/21	07/12/21	07/19/21	07/27/21				
NREL	NREL	94	93	90	89	87	75	83	81
		07/12/21	06/15/21	07/19/21	06/10/21				
PAO	Platteville Atmospheric Observatory ²	87	84	84	83	76			
		03/19/21	07/27/21	07/22/21	07/19/21				
RFN	Rocky Flats	94	89	88	87	84	72	81	79
		06/15/21	07/12/21	07/27/21	07/20/21				
RMNP	Rocky Mtn. Nat'l Park**	82	80	77	77	72	65	71	69
		07/27/21	07/20/21	07/19/21	07/28/21				
WBY	Welby	82	81	81	79	78	60	72	70
		07/22/21	07/27/21	07/12/21	07/19/21				

* 2008 ozone standard: 75 parts per billion – exceedances in ORANGE

** 2015 ozone standard: 70 parts per billion – exceedances in YELLOW & ORANGE

The region has been influenced by a large upper level ridge over the region this summer, which are often associated with high ozone at this time of year, even when there is an absence of wildfire smoke. These conditions cause stagnation, trapping pollutants and allowing ozone concentrations to build each day. Wildfire smoke has likely been influencing ozone levels, but to what degree is unknown.

Employee Traffic Reduction Program.

The Air Pollution Control Division (Division) has recently requested the withdrawal of the proposed ETRP rule from consideration by the Air Quality Control Commission. The Division states:

“After extensive outreach and engagement with a diverse range of stakeholders, the Division now seeks to dismiss action on a formal ETRP rule, allowing the state to focus on opportunities presented through a voluntary program. While this administration remains committed to the goals of reducing vehicle miles traveled in Colorado, including the reduction of single occupancy vehicle trips, it believes that these goals are best pursued by starting with a voluntary ETRP program. The success of any ETRP type program depends on the committed participation of employers and employees. As reflected in the numerous comments and filings during the Prehearing Process, the Division’s initial proposal did not enjoy this committed support.”

The Division specifically recognized the efforts of the RAQC, its partners and stakeholders that helped develop the ETRP proposal and made employers more aware of the ways they can reduce emissions and improve air quality. While there is some disappointment that a mandatory ETRP program will not be pursued at this time, RAQC staff recommend that the Board support the Division’s decision to withdraw the proposed rule and to intensify efforts to reduce vehicle trips and emissions in our region.

If the Air Commission votes to vacate the rulemaking, future ETRP efforts will remain voluntary.

If not ETRP, then what?

The RAQC hopes to capitalize on the increased awareness that employers have regarding air quality matters. During the ETRP prehearing process, many parties recognized the need to reduce ozone forming and climate degrading emissions and suggested voluntary actions and incentivized alternatives as a path forward. The RAQC intends to carry on with efforts designed to reduce commute and work-related trips and emissions, providing information and assistance to the region’s transportation planners, employers, and workers.

The RAQC also intends to increase the promotion of its long-standing, highly effective, incentive-based, voluntary alternatives for improving urban air quality and reducing greenhouse gas emissions. By appealing to employers and businesses to contribute to the RAQC’s tax-deductible 501c(3) Clean Air Fund, significant resources can become available to achieve emission reductions from the lawn and garden and mobile sources sectors, both important contributors to the region’s air pollution problems.

Through funding of a multi-project approach, the RAQC and its partners can achieve the same emissions benefits, in a shorter time span, with greater community benefit, than many regulatory initiatives. Let’s use the popular Mow Down Pollution program as an example, where

current resources cannot meet the demand of residents wishing to take advantage of the \$150 per mower incentive. For \$5,000, an employer could fund the conversion of 33 gas mowers, achieving the same emissions reductions gained by 100 people not driving alone to work twice a week *for a year!* Funding other efforts, such as passenger vehicle and heavy-duty equipment maintenance and vehicle electrification, can yield even larger benefits.

The RAQC will work through its Board and Committees to further develop and promote this effort, while continuing to explore new voluntary and mandatory emission reduction approaches this next year.



GHG Rulemaking Update

NFRMPO Board Meeting
August 5, 2021

GHG Roadmap: Transportation

Reduce pollution ~12.7 million tons (MMT) by 2030

6 MMT
reduction

Low and Zero Emission Vehicle rules

2 MMT
reduction

Utility and public investment in fleet turnover and infrastructure for light-duty zero emission vehicles (SB19-077, electrification investments from SB21-260)

Collectively, the other strategies will target remaining 4.7 million tons

-4.7 MMT
reduction

GHG Pollution Standards for transportation plans	In progress - CDOT TC Rulemaking - Summer 2021
Incentivize land use to increase housing near jobs and reduce VMT and pollution	Under evaluation
Clean trucking strategy - infrastructure, fleet incentives, consider regulatory tools such as advanced clean trucks and fleet rules	In progress - Study to be Completed - Summer 2021 Stakeholder Engagement - Summer/Fall 2021; plus fleet investments from SB21-260
Participate in developing post 2025 vehicle standards (state and federal)	Federal and CARB processes
AQCC evaluation of indirect source rules	Pending - AQCC Rulemaking
Expansion of public transit, including setting the stage for Front Range Rail	In progress - SB21-238, on-going multimodal emphasis





SB-260 Requirements

For Regionally Significant Projects:

- Requires CDOT and the Transportation Commission to develop and implement new procedures and guidelines that account for the impact these projects will have on statewide greenhouse gas emissions and vehicle miles traveled.
- CDOT (and DRCOG and NFRMPO) must update their plans to be in compliance with these policies by October 1, 2022. If this date is not met, MMOF expenditures can only be spent on those projects/programs that help meet compliance.

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GHG Planning Rulemaking: Concept & Approach

- Set a GHG “pollution reduction level” in million metric tons of CO₂e for transportation plans.
- Basic premise similar to conformity and crafted to align with federal conformity regulations analysis requirements.
- Requirements apply to CDOT and MPOs (the state’s primary transportation planning agencies).
- Provide more options for travelers across Colorado.

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GHG Planning Rule: Concept Development

Began working with stakeholders in January 2021. Rulemaking moved to CDOT in June 2021.

- Convened a statewide GHG Advisory Group that has met continuously over the last 7 months.
- Held 11 Regional Meetings and 5 joint State Listening Sessions with CDPHE from January to April, reaching nearly 800 people
- Individual stakeholder meetings with MPO staff and boards, contractors, enviro NGOs, CCAT, CC4CA, etc

Issued white paper to describe overall approach and key policy issues.

- <https://www.codot.gov/programs/environmental/greenhouse-gas>



DRAFT Rulemaking Timeline

Subject to change and refinement due to TC action and rulemaking development

Authorize Rulemaking

Transportation Commission authorize staff to commence rulemaking and delegates a Hearing Officer to conduct rulemaking hearing.



Notice Rulemaking

Notice the rulemaking with Secretary of State and public comment period begins.

60 Day Written Comment Period
Starts 8/13 and Ends 10/12

Rulemaking Hearings

Opportunity for Public Testimony

November 18, 2021

Adopt Rule

The Transportation Commission considers Proposed Rule for Adoption.

Rule Effective

becomes effective.

Rule

**Hearings may be held on or after September 14, 2021. Hearings to be a mix of virtual/in-person and held in multiple locations around the state.*



Public Engagement in Rulemaking Process

User-friendly and Inclusive Rulemaking Process

- Party Status is not necessary- all interested parties are encouraged to fully participate in the rulemaking process
 - <https://www.codot.gov/business/rules/stakeholder-engagement-protocol-workshops>
- Sign up to receive rulemaking updates: DOT_Rules@state.co.us or at link above
- Multiple Opportunities for Public Comment (5 public hearings planned)
- Current schedule: Draft rule published in mid-August; hearings must be scheduled no earlier than 20 days later.

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QUESTIONS?